



## INTIMATION.

NOW READY

CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.,  
1896.

With which is incorporated  
THE CHINA DIRECTORY.This is the  
THIRTY-FOURTH ANNUAL ISSUE,

and will be found, as usual, to show an advance

on preceding years both in richness and accuracy

The DIRECTORY covers the whole of the  
part and cities of the Far East, from Panang to  
Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London Home, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be  
had on Application.

PORT after removal should be rested a  
month before use. When required for  
drinking at once it should be ordered to be  
decaned at the Dispensary, before being  
sent out.

SHERRY—Excellent "Dinner" and "After  
Dinner" Wines of very superior Vintages.  
All are true Xeres Wines.

CLARET—Our Claret, including the lowest  
prices, are guaranteed to be the genuine  
product of the juice of the grape and are  
not artificially made from raisins and  
currants, as is generally the case with  
Cheap Wines.

BRANDY—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and  
vintage.

WHISKY—All our Whisky is of excellent  
quality, and of greater age than most  
brands in the market. The Scotch  
WHISKY marked "B" is universally  
popular, and is pronounced by the best  
local connoisseurs to be superior to any  
other brand in the Hongkong market.

We only guarantee our Wines and Spirits  
to be genuine when bought direct from us in  
the Colony or from our authorised Agents  
at the Coast Ports.

A. S. WATSON & CO., LIMITED  
THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1896.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns  
should be addressed to THE EDITOR.Correspondents must forward their news and address  
with communications addressed to THE EDITOR, not  
for publication, but as evidence of good faith.All letters for publication should be written on one  
side of the paper only.No anonymously signed communications that have  
already appeared in other papers will be inserted.Order for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After  
that hour the supply is limited. Order for extra  
copies of TELEGRAPH ADDRESS PARIS.

P. O. Box. 20.

Telephone No. 12.

DEATH.  
On the 26th of December, 1895, at Leobok,  
near Hangchow, China, ANNE M. PARROTT, wife of  
ALFRED HENRY PARROTT, M.R.C.S. (England),  
L.R.C.P. (London), aged 40 years.

The Daily Press.

HONGKONG, FEBRUARY 10TH, 1896.

POLITICALLY in South China the question of the hour is that of the opening of the West River. To say that it has not become somewhat stale, or that the delays which attend its discussion have not become wearisome, would perhaps be inaccurate, to put it mildly. The question has come up over and over again; it has been discussed ad nauseam; and every argument in favour of the great inland waterway being made free to the navigation of foreign steamers has been advanced and pressed on the attention of the Governments of Great Britain and China. On two or three occasions the time for urging this question on the Taungli Yamen has seemed so propitious, the arguments to be presented in favour of the concession so incontrovertible, that scarcely a doubt was entertained of its being yielded. But the public either exaggerated the persuasive powers of the British Minister or underrated the obstinate tenacity of the Chinese mandarins. The British Government had a long account to settle with China, and this account has, again and again, been created, but there has been no limit, hitherto, to Anglo-Saxon patience and forbearance, and the mandarins must have now have arrived at the comfortable conviction that John Bull's forbearance is a soundless depth. He may, they argue, fume a little and may even threaten, but he will not proceed to action. Of course this conviction may prove to be a mistake, for the Lion does occasionally, and his anger is then terrible, but it certainly takes a great deal to rouse him, and it is so long since his anger was last felt in China that the memory of it has faded. Then, again, he has not seemed in the perdition of the immediate instrument in the perpetration of those abominable crimes, but has yet seriously insisted on reparation for the wrong? Does not the Chinese Government imagine that a few loads of silver and a few blood-stained heads of coolies have sufficiently condemned those crimes against humanity and civilization?

If, as we believe, through the pro-compromising of the Foreign Office, and the leniency of the British Minister at Peking, this be

the case, it is small wonder that the negotiations for the opening of the West River to foreign trade make scant progress. We note that the Peking correspondent of our Shanghai morning contemporary, writing on the 24th ultimo, announces that another ultimatum was presented to the Taungli Yamen by the British Charge d'Affaires, demanding the opening of the "West River." If this be true, it is doubtless as a corollary to the settlement arrived at with France with regard to the Mekong question. A reckoning would have to be come to with China for having, without authorisation, ceded territory in the Shanxi country to France which had ceded it to her as a third party. Even this does not, in the estimation of the Peking mandarins, constitute a sufficient claim for England to ask for the opening of the West River. They are prepared to take all and give none: their presumption and assurance are literally boundless. The correspondent above quoted, speaking on the reluctance of the Chinese Government to come to a settlement on this question, says:—"The Chinese Ministers have, among themselves, resolved upon this step [the opening of the river] in the interests of their own revenue, and very little pressure is needed to induce them to adopt this action. They see that, unless this is done, the trade of Kwangsi, Eastern Yunnan, and Western Kwangtung will in a few years flow southwards through Tonkin, and the duties thereon will be completely lost to them." The Chinese

Government, like other Governments, "want some *quid pro quo*, and so they have made it a condition of opening the river to foreign trade that Great Britain do not take back the territory ceded to her by the Burma-China "Convention." It seems that according to report, Lord SALISBURY, with a view of punishing China for breaking the treaty by the cession of France of Mangu and Umi in Chiahsing province, now demands the opening of the West River and the retrocession of the Burman Shan territory handed over by England by treaty to China. The British Minister for Foreign Affairs will, it is to be hoped, hold strongly to this point, for it is sure to get it by insistence.

But, if this story be true, how comes it that no reparation is asked for the foul massacres which have so disgraced China? It can be true that Lord SALISBURY, following the ROSEBERY lead, has contented himself with the mere exaction of blood for blood and silver for destruction of property. Surely this is not the fact. Justice may have been delayed; the case for the massacres has not, let us hope, been suffered to drop. Of what value are the heads of a few coolies—human flesh is cheap in the Central Kingdom!—compared with those of delicately nurtured and educated Englishmen, women, and children, who, personally had given no possible offence to the wretches who planned the murders, and who are still, we doubt, not, at liberty to plot new crimes against the foreigner? China to us is a nation of savages, and the authorship of an anti-freedom work, was advanced to one of the highest offices in his province. In this open manner does the Imperial Government reward those who incite to riot and violence against the foreigner. The statement of this Peking correspondent may, however, rest on only a slight foundation, perhaps merely the fact that Mr. BEAUCERQUE is once more discussing the West River question with the Taungli Yamen. We hope that this and some other scarcely less burning questions are being actively negotiated at Peking. We want the West River opened up to foreign trade, because we are satisfied that it would benefit not only foreign but native trade also. We also want it because instead of the inferior of Southern China by means of transit passes is wholly impossible on account of the obstruction of the provincial officials. We urge the step from the feeling of hostility to France, who will still have a grand opportunity to open up a magnificent trade route through Tonkin. And we are prompted by the Free Coinage Bill which the Senate substituted for the proposed Bond Bill.

THE UNITED STATES FREE COINAGE BILL.  
The House of Representatives has rejected the Free Coinage Bill which the Senate substituted for the proposed Bond Bill.

REUTER'S TELEGRAMS.

The N. C. Dally News says—There is no doubt now that H. E. Charge Chik-fung will shortly leave Nanking for his former Vice-royalty, and he has already sent away his family in the fleet.

The post and money order offices will be closed at noon to-morrow and on Friday and Saturday. The night post will be kept open. Letters, &c., for the Peak and Kowloon may be posted up to 11.30 a.m.

The course for the Royal Hongkong Yacht Club's race on Sunday will be from the Police Pier, Kowloon, round the Channel Rocks, Stonemarker, and mark boat off Chung Ho, leaving all to port and finishing at the starting line 15 miles.

At the Harbour Master's office yesterday

seven Chinese seamen belonging to the British steamer *Stratford* were arrested with some Chinese who had been picked up by the steamer. Mr. Moan, with refusing to release the *Stratford* and the Chinese, constitute a sufficient claim for England to ask for the opening of the West River.

They are prepared to take all and give none: their presumption and assurance are literally boundless.

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Ministers have, among themselves, resolved upon this step [the opening of the river]

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"and very little pressure is needed to induce them to adopt this action.

"They see that, unless this is done, the trade of Kwangsi, Eastern Yunnan, and

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substituted for the proposed Bond Bill.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]

London, 16th February.

DISCOVERY OF THE NORTH POLE.

The British Consul at Archangel telegraphs

that Dr. Nansen is returning after having

reached the North Pole.

THE UNITED STATES FREE COINAGE BILL.

The House of Representatives has rejected

the Free Coinage Bill which the Senate sub-

stituted for the proposed Bond Bill.

SUPREME COURT.

15th February.

CRIMINAL SESSIONS.

BEFORE HON. W. M. GOODMAN (ACTING

JUDGE OF PEACE)

THE QUARRY BAY ARMED ASSAULT AND

ROBBERY.

Ng Man was charged with burglary and

robbery, and with committing an armed

assault on a steamer. The charge was

presented on behalf of the Crown, being

represented by Mr. Johnson (Crown Solicitor).

The following gentlemen were sworn on the

jury—Messrs. C. Perkins, E. M. Roberts, J.

H. Muldoe, W. H. Day, J. M. P. Tavares,

T. B. Powell, and M. J. Aquino.

The prisoner, accompanied by other men,

entered a house at Quarry Bay, and

robbed it. The jury found a verdict of

guilty, and made a sentence of three years' impris-

onement and a flogging of thirty strokes was

passed.

ASSAULT.

Chen Sam was sent to goal for two years for

commit

is always a dollar for the Chinese, and he intends to have for his dollar the same quantity and the same quality of goods that he can get for a dollar. It is evident that under the actual conditions British manufacturers can no longer give him this. Japan has known how to immediately profit by the situation and has launched the Chinese markets with products, but in certain cases it has not known how to resist giving them an inferior quality of goods, and in the case the Chinese consumer has come back immediately to the European products at the higher price. The European, who thinks Japan will hasten the war, but it cannot yet furnish the wants of 400,000,000 of people. The Chinese market is therefore not yet lost for Europe; naturally it must be studied with attention to satisfy the wants of the people which varies as everywhere, and above all be obtained with a small profit. The Minister thinks that it will naturally be by education, in educational institutions that Europe will have any chance of keeping a place in Asiatic markets.

## THE EXPORT OF SILK FROM KOREA.

A determined effort is apparently to be made to divert some of the silk trade to Kobe. With the other port-opening of the Japanese silk producers and dealers in the Kwantung and Kiusiu districts is to be held shortly at the Kobe (34th) Chamber of Commerce to take into consideration the establishment of a Raw Silk Trading Co. The reason for action being taken at present is because of the approaching establishment of official silk inspectors either at Kobe or Yokohama. Whether the present scheme is successful or not previous to its adoption it is impossible to say, but Kobe merchant will wish the scheme success, as if a portion of the silk trade can be diverted here it will add materially to the prosperity of the port.—*Kobe Chronicle*.

## THE IRREGULARITY OF THE MAILS TO JAPAN.

It may interest the Hongkong Post Office, if it is concerned to send up the mail by the quickest route to know that the *Yokohama* (18th February) received yesterday morning (6th February) a number of letters brought by the last English mail which had first travelled to Shanghai and had been re-directed there and forwarded by the Nippon Yusen Kaisha steamer. The remainder of our English mail is presumably on the *Bellona*, which left Hongkong for Yokohama on the 30th ult., and letters or papers brought by her can scarcely reach Kobe before tomorrow (6th) at the earliest.

The M. M. steamer *Monchique*, which left Shanghai at 3 a.m. yesterday (6th February), will arrive here on Saturday morning (8th), the English mail being three days earlier than usual. This is in consequence of the accelerated service to which we have previously referred, the M. M. Australian lines bringing out the mail as far as Colombo, where it is forwarded to the steamer running to the Far East. Owing to the method adopted by the Hongkong authorities, the British and French mails of a week ago will on this occasion arrive almost simultaneously. We have repeatedly called attention to the carelessness shown in forwarding the mails from Hongkong to Japan, but we are afraid that no change is likely to be effected until the P. & O. Company run their large vessels on to Japan instead of making Shanghai a terminus.

It has been pointed out to us, says the *Kobe Chronicle* of 8th February, that the responsibility for the irregularity of the English mail this week does not rest with the P. & O. Co., which we may say had no intention our remarks should suggest, as the company is naturally interested in getting its mail through as quickly as possible. The real difficulty is that the mail subsidy offered by the British Government ends at Hongkong (Shanghai), while we understand that of the M. M. Co. extends to Yokohama as a commercial nation; it certainly would be to its interest to offer a subsidy for quick delivery of mails from Europe, but we are afraid that this is not to be expected at present. As to the larger vessels of the P. & O. coming on to Japan, it is pointed out that they would have to go via Shanghai, where owing to their full cargoes, they would be compelled to stay two or three days, and the mail would be delayed a week, during which the English mail would be soon on the passenger cars and mails from England would be sent from the cut-waiting steamer. Even as it is, however, the Hongkong Post Office, as we have repeatedly pointed out, does not make full use of its opportunities. It did go the length, it appears, of dividing the mail for Kobe and for Yokohama, the former portion arriving here yesterday by the *Verona*. But the English mail arrived in Hongkong on the 26th ult., while the *Verona* did not leave the 31st, while the *Monchique* left Nagasaki and Kobe on the 26th ult. and arrived here on the 6th inst. Thus if the mail arrived here by this vessel had been taken we should have received our mail two days earlier than was the case.

## JAPANESE TRAVERS OF JUSTICE.

Physician heal thyself! Before undertaking to "substitute sound Government and good laws competently administered for the corruption, oppression, and travesty of justice that reigns in every department of the Korean State" (according to the Tokyo correspondent of the *Times*), Japan would be wise also to adopt measures to ensure the competent administration of her own good laws. The *Times* has some excuse for this, as it is the natural affair of a friendly neighbour. We are well aware that this is the working principle on which she acts, with that heretofore adopted in those columns in regard to this country's work in Korea, but in the light of recent events, notably the decision of the Mirimaiwa Court in the *Mura* case, it is impossible to continue to regard Japan as a trustworthy exponent of Western civilization. By her own acts she has unfitted herself for the position intended to play in the peninsula. The judicial inabilities and incompetencies of which she has given painful proof have done more to nullify her pretensions than the attitude of vileness taken by Russia, France, and Germany, by the men who have lent themselves to the task of investing things affecting Japan with a halo of enlightenment and truth. But their arguments and assurances alike may be ignored. Truth will assert itself sooner or later, and not for ever will Europe remain in ignorance of the apparent incompetence of the Japanese Courts to appreciate the difficulties affecting the administration of justice. In the meantime no good end can possibly be served by the local English press passing over the palpable shortcomings of the Courts. We may not be able to ward off the day when it will be impossible to look to our Consular Courts for justice, but we may be able to draw enough attention to facts and lessons already noted that the Japanese Government shall be compelled to see that only well-trained and competent are entrusted with the administration of the law.—*Kobe Herald*.

## THE U.S.S. "OLYMPIA."

The following letter appears in the N. C. *Daily News*—

First, I desire to be satisfied that all kinds of news, and the colour of the most valuable paper should be absolutely true as to facts. I venture to correct what might convey an erroneous impression to the minds of your readers, by an article which appeared in the *Daily News* of 27th January, which was probably due to incorrect information.

Referring to the remarkable trip of the *Empress of India*, I desire to inform you that the fact of our arrival in the *Empress of India* at 2 a.m. on the 13th inst., and our departure for Hongkong at 10 a.m. on the 14th inst., is a fact. That Admiral Monckton took the opportunity to make a trial trip of the *Olympia*—which ship is credited with a speed of 21.6 knots—and that the *Empress* arrived in Nagasaki four hours ahead of her.

The absolute facts of the case are these—

The *Olympia*'s boiler power consists of four main boilers and two auxiliaries. The *Olympia* left Kobe with fires under two main boilers and one auxiliary or exactly one-half her boiler

power. No other fires were started during the trip. The *Empress* left five hours later as correctly stated and passed us just before entering the Straits of Shimonesaki. At that time the *Olympia* was steaming the 13th knot, or half knots, and I should judge the *Empress* to have been making seven knots. At no time during the trial did the *Olympia* make more than four and a half knots.

Had the conditions been favourable it was Admiral Monckton's intention to make the quarterly speed trial between Rock Island and Oki Sinsa, on the voyage between Yokohama and Oki Kobo. At that time the *Olympia* had three full boilers, but a very heavy head wind had obliged us to use two, the third had hardly commenced. She gave us, however, a good deal of what she might do.

That speed is considerably greater than the *Olympia* can make, but I do not know what the *Empress* of India was making at that time.

At 6 a.m. January 21st, the ship's log reads

two and two knots. I myself, with a stop watch and two Walker plates—one clocking the ship and the other—logged her twenty-one knots between six and seven a.m. This under normal drift.

The speed is considerably greater than the

Shimonesaki Straits. I am, sir, yours very truly,

EDWARD MITCHELL,  
Lieut. U.S. Navy,  
Navigating Officer, U.S.S. *Olympia*,  
Flagship *Oriental*, 1st Rate,  
Nagasaki, Japan, 2nd February.

SHIPPING REPORTS.

The British steamer *Zafiro*, from Manila 15th ult., had strong N.E. wind with high sea to 20. N.E. thence to port moderate to sheltered, and overcast, with high rain at times.

The British steamer *Chrysanthemum*, from Shanghai 12th Feb., and *Swallow* 17th, had strong N.E. wind and overcast weather to 20. N.E. wind to port light variable wind and heavy rain.

The British steamer *Wingfield*, from Colombo 1st Feb., *Penang* 8th, and *Colombo* 11th, had light variable wind and fine weather to Table Rock, fine weather. *Penang* moderate to light N.E. winds. Weather in the Straits vary with number of winds. From Singapore to 15. N. strong monsoon, from there to port moderate monsoon.

VESSELS IN DOCK.

ABERDEEN DOCKS—Kong Beng, Chowfu, Nunes, Colona, Taichung.

COSMOPOLITAN DOCK—Osang.

COMMERCIAL INTELLIGENCE.

TUESDAY, 18th February.  
CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON—

Telegraphic Transfer ..... 2/14

Bank Bills, on demand ..... 2/14

Bank Bills, on 30 days' sight ..... 2/2

Credits, at 4 months' sight ..... 2/2

Documentary Bills, 4 months' sight ..... 2/2

ON PARIS—

Bank Bills, on demand ..... 2/71

Credits, at 4 months' sight ..... 2/76

ON GERMANY—

On demand ..... 2/26

ON NEW YORK—

Bank Bills, on demand ..... 2/71

Credit, 60 days' sight ..... 2/71

ON FRANCE—

Telegraphic Transfer ..... 2/14

Bank, on demand ..... 2/14

ON CALCUTTA—

Telegraphic Transfer ..... 2/14

Bank, on demand ..... 2/14

ON SHANGHAI—

Bank, at sight ..... 2/14

Private, 30 days' sight ..... 2/24

ON HONGKONG—

Bank, on demand ..... 2/11

Credit, 60 days' sight ..... 2/11

ON SINGAPORE—

On demand ..... 2/11

SOVEREIGN, Bank's Buying Rate ..... 2/10

GOLD LEAF, 100 fine, per tael ..... 2/8

CHINA BANK'S PURCHASE RATE.

PAID UP CAPITAL ..... 2/10

GENERAL RESERVE FUND ..... 2/10

RESERVE LIABILITIES OF SHAREHOLDERS ..... 2/10

RESERVE FUND ..... 2/10

INTEREST ALLOWED ..... 2/10

ON FIXED DEPOSITS.

For 12 months ..... 2/10

" " 6 "

DEPOSITS RENEWED ON OLD TERMS.

J. W. R. TAYLOR,  
Manager, Hongkong.

HONGKONG SAVINGS BANK.

INTEREST ALLOWED ..... 2/10

ON CURRENT ACCOUNTS.

At the rate of 2% per annum on the Daily Balance.

ON NEW FIXED DEPOSITS.

For 12 months ..... 2/10

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## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged at Craft, and/or land at the Godowns of the United Kingdom, both must be ready for delivery from Craft or Godown on and after the 15th inst.

Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 22nd inst.

BUTTERFIELD &amp; SWIRE,

Agents

Hongkong, 12th February, 1896. [448]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,

SUEZ, JEDDAH, SUAKIN, MASSA,

WAH, HODDEDA, ADEN, BOMBAY,

COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"MARIA TERESA"

having arrived at Hongkong, hereby

informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings on Cargo:

From Calcutta ex s.s. "Aegina," transhipped at Colombo.

From Trieste ex s.s. "Imperator," transhipped at Colombo.

From Venice ex s.s. "Massimiliano," transhipped at Trieste.

From Taffra ex s.s. "Vorwärts," transhipped at Port Said.

Optional Cargo will go on to Shanghai unless notice to the contrary is given before NOON

TO-MORROW.

No Claims will be admitted after the Goods have been landed, all Cargo for France, and Tax on Land (under arrangement) will be sent in to the Consignee before the 13th instant or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER &amp; CO., Agents

Hongkong, 12th February, 1896. [5]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, NEW

PORT, PENANG, AND

SENGAPORE.

THE Company's Steamship

"OOLONG"

having arrived from the above ports, Consignees of

Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before

NOON on the 24th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 o'clock P.M.

No Fire Insurance has been effected, and any

Claims remaining in the Godowns after the 19th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given before NOON

TO-MORROW.

Bills of Lading will be countersigned by

HOLLIDAY, WISE &amp; CO., Agents

Hongkong, 14th February, 1896. [450]

STEAMSHIP "ERNEST SIMON'S"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE

CONSIGNMENT

S.S. "Morphée" and "Lugard," from Havre or

S.S. "Bogard," from Bordeaux or S.S. "Ville de

Dunkerque in connection with above Steamer,

are hereby informed that their Goods, with the

exception of Opium, Treasures, and Valuables,

are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless

information is received from the Consignees before

NOON, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the

Undersigned.

Good orders, when unclaimed after MONDAY,

the 4th inst., at 3 P.M., will be subject to rent

and landing charges.

All claims must be sent in to me on or before

MONDAY, the 24th inst., or they will not be

recognized.

All Damaged Packages will be examined on

MONDAY, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOURAINE

Acting Agent

Hongkong, 17th February, 1896. [52]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDSHERRY, MADRAS,

CALCUTTA, DJIBOUTI,

EGYPT, MARSEILLES, MEDITER-

RANEAN, AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND LA PLATA.

O WEDNESDAY, the 19th February,

at 10 A.M., the Company's Steamer

"CALENDAR" (Captain L. Zane, with

Master, Passengers, Stewards, and Cargo) will

leave the Port for Marseilles in the Port of

Callao, without transhipment.

Cargo and Stores will be registered for Lon-

don as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.

Passenger Bills of Lading will be issued on

the 20th March.

For Freight, apply to

CARLOWITZ &amp; CO.

Hongkong, 12th February, 1896. [451]

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A.I. German Iron Barque

"GERHARD."

A. Potos, Master, will leave us above on or

about the 20th March.

For Freight, apply to

CARLOWITZ &amp; CO.

Hongkong, 12th February, 1896. [451]

NOTICE

FOR SAN FRANCISCO.

THE 100 A.I. British Iron Barque

"FORMOSA."

Captain A. Ohlrich, shortly due here, will load

or the above port, and will have quick despatch.

For Freight, apply to

MELCHERS &amp; CO., Agents

Hongkong, 1st February, 1896. [356]

NOTICE

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAIWAN."

Captain R. Nelson, will be despatched to

the attention of Passengers is directed to

or Accommodation offered by this

or Class Saloon is situated for-

ward of the Engines. A Refrigerating Cham-

ber ensures the supply of Fresh Provisions

during the entire voyage.

A duly qualified Surgeon is carried and the

Treatment will be made of CALIFORNIA.

Next sailing from CALIFORNIA, U.S.S.

"CONGREGATION" on the 28th February, to

be followed by the S.S. "PONGOLA" 1st

March, S.S. "UMZINTO" 15th April, and

thereafter every three weeks.

SPECIAL NOTICE

From FOOCHOW and HONGKONG

Direct to CAPE PORTS.

"PONGOLA" will load mid July.

"CONGREGATION" will load end August.

For Freight and further Particulars,

Apply to

BUTTERFIELD &amp; SWIRE,

Agents

Hongkong, 14th February, 1896. [462]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIAN."

Captain C. B. Dodd, will be despatched to

DAY, the 19th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents

Hongkong, 17th February, 1896. [463]

## VESSEL ON THE BERTH

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI AND CHEFOO.

THE Steamship

"KWEILIN."

Captain Harry, will be despatched on MON-

DAY, the 24th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents

Hongkong, 19th February, 1896. [448]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TIENTSIN DIRECT.

THE Steamship

"NANCHANG."

Captain Finlayson, will be despatched on MON-

DAY, the 24th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents

Hongkong, 12th February, 1896. [449]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRaits, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH, AND

LONDON.